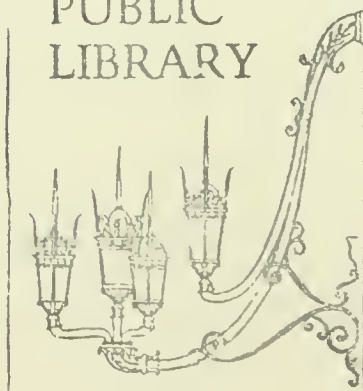


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INTRODUCTION

The following report describes the characteristics of South Cove and draft proposals for improvement of this area through urban renewal.

October, 1964.





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EXISTING CONDITIONS

The South Cove Urban Renewal Area is bounded on the north by Stuart and Kneeland Streets, on the east and south by the Massachusetts Turnpike, and on the west by Clarendon Street.

The potential of the South Cove comes from its critical position adjacent to an increasingly dynamic Back Bay and a revitalized central business district, close to the vast and promising South End residential community, and directly served by major land transportation facilities.

The South Cove is a logical gathering place for activities requiring a location near but not necessarily within the CBD or a location that will effectively serve the Boston region by proximity to the hub of regional transportation facilities. These uses would include off-street parking, specialized commercial uses, specialized or one-of-a-kind schools, other institutions, and leisure facilities, and intown residences for a range of income levels.

The makings of this kind of development already exist in South Cove. Its 87 acres of diverse land uses include, in addition to extensions of the downtown entertainment, garment, insurance, general office, and retail districts, the Tufts-New England Medical Center, the Chinese residential community, the Bay Village neighborhood, Don Bosco Technical High School ,

the theater supply industry and much of the Morgan Memorial complex. Passing through or along the South Cove Project area are all major southern traffic routes directly servicing the CBD, the eastern terminus of the Mass. Turnpike, two of the three major railroad lines serving Boston, and one of the two southern rapid transit lines.

However, at the same time, the South Cove labors under a plethora of functional deficiencies. Interspersed with the above uses are several acres of deteriorated housing, parking lots, and other marginal uses and structures. The 40 per cent of the total land in the South Cove occupied by vehicular rights of way is not only a wasteful coverage but many of the streets are too narrow for contemporary traffic needs. In addition, the typical intersection in South Cove is a dangerous one with primary streets crossing each other at acute angles.

The one rapid transit line crossing the Project area, the Forest Hills elevated, does not provide direct service to this area, the nearest stops being Boylston-Essex Streets in the CBD and Dover Street in the South End. At the same time, the elevated is a visual and audible blight to the immediate Project area.

PROBLEMS AND PROPOSALS

INSTITUTIONS

Tufts-New England Medical Center:

The largest single use in the South Cove is the Tufts-New England Medical Center. This complex is made up of five separate but associated entities: (1) Tufts University School of Medicine, (2) Tufts University School of Dental Medicine, (3) Boston Dispensary and Rehabilitation Institute, (4) Boston Floating Hospital for Infants and Children, and (5) Pratt Clinic-New England Center Hospital.

The Boston Dispensary, founded in 1796 as the first organized medical service in New England, was one of the very first developments in South Cove, with a clear view of the harbor over open grassy slopes. Today the Medical Center complex is closed in on all sides by dense development which restricts the Center in its efforts to expand its facilities. During the past decade and more the Center has acquired several acres of land in the vicinity in the attempt to meet its space requirements, but such purchases have been made necessarily on an opportunity basis and have not resulted in an optimum property layout.

In January 1961, the Medical Center established a planning office which has been studying since then the needs of the Center and how these needs can be translated into development plans. Coordination of the BRA and Medical Center planning staff has

been close, but there remain certain questions on specific proposals of the Medical Center and on the relative development priorities of the Medical Center and of the surrounding uses, particularly Chinatown and Don Bosco.

The present area owned and occupied by the Medical Center for medical purposes measures 3.5 acres. In addition, the Medical Center owns 3.8 acres of parking lots and 3.0 acres of miscellaneous uses, including the Wilbur Theater and the Metropolitan office building.

The urban renewal plan allows for the Medical Center to encompass eventually an area of about 12 acres. This area will include all but about $2\frac{1}{2}$ acres of land the Medical Center now owns plus some four additional acres to be obtained through urban renewal. The resulting Medical Center land coverage will extend generally from Tyler Street on the east to Tremont Street on the west and from Stuart and Kneeland Streets on the north to Oak Street on the south. Within this area will remain the major garment buildings on Kneeland Street, St. James R.C. Church and rectory, Don Bosco High School, the Wilbur Theater, the Music Hall, the Metropolitan Office building, and a few dwellings on Tyler Street. The Medical Center development along Stuart-Kneeland Streets and along part of Tremont Street will consist of a combination of medical facilities and central business district or

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Medical Center oriented business uses. Also proposed within and near the Center are multi-level parking and student and staff housing. The total value of the new Medical Center construction by 1975 will be about \$25,000,000.

This summer, the Medical Center engaged The Architects Collaborative to review its requirements and to establish a program for preparation of architectural and site plans. This is a six-month contract. TAC probably also will take the contract for actual preparation of the architectural and site plans. *Smith*

At this point the main planning problems outstanding regarding the Medical Center in relation to the rest of the project area are the extent of expansion southward towards Don Bosco, the extent of expansion southward and eastward towards Chinatown, the amount of off-street parking necessary for Medical Center purposes, and the timing of construction with the relocation of the elevated.

In addition, an immediate development problem is at hand. A private benefactor is prepared to donate \$250,000 towards a married students housing facility if a site can be made available immediately. Otherwise, he is likely to transfer his offer to another Boston medical school.

Two alternative sites exist. One is the block bounded by Oak Street, Tyler Street, the Turnpike and Harrison Avenue. Over 9,000 sq. ft. of the 49,000 sq. ft. in this block are owned by the Medical Center and were previously presented to the Center by the

same donor for development as married students housing. None of this land owned by the Medical Center is used for medical purposes, and could easily be cleared. However, this site is in the area reserved for Chinatown housing.

The other site consists of the block bounded by Nassau Street, Harrison Avenue, Oak Street and Ash Street. The Medical Center owns some 23,000 of the 38,500 sq. ft in the block, largely in contiguous parcels. However, for the site to become available, a small nurses residence, a dental research facility, and some Medical Center parking would have to be relocated. In either case the portions of the block not owned by the Medical Center would have to be acquired, either directly by the Center or through urban renewal, to complete the proposed development. The problem is for the Medical Center to interest the potential donor in the second site and to convince him that it is readily available.

In regard to overall Medical Center development, it is not definite when the Center will be prepared to go into large-scale execution. Aside from the present tentativeness of their site plans the amount of development funds that will be available is not certain. However, based on the Medical Center's previous development performance and their obvious impatience to get going, we expect that they will at least be able to undertake initial construction shortly after we go into execution.

Don Bosco Technical High School:

Located on the southwest edge of the Medical Center is Don Bosco Technical High School. Don Bosco was founded in East Boston in 1946 and moved to its present location in 1954. It is the only Roman Catholic technical high school in the area and cannot nearly meet in its present plant the growing enrollment demand. Like the Medical Center, Don Bosco has been buying nearby land wherever possible, and often the same piece of land is eyed by both institutions.

The plan is for Don Bosco to more than double its present area by occupying a 2.6 acre site which includes its present buildings and which is bounded by Washington Street on the east, Tremont Street-Shawmut Avenue on the west, the westward extension of Oak Street on the south, and a new street on the north. Common and Warrenton Streets will be eliminated between Tremont Street and Washington Street to allow Don Bosco to develop in this way.

Don Bosco's administrators and its architect have coordinated their plans with those of the BRA, and the proposed site area is a good compromise between what Don Bosco would like to have and what is available. As mentioned earlier, the location of the line between Don Bosco on the south and the Medical Center on the north as represented by the new street, is not yet firm. However, Don Bosco and the BRA have been planning on the basis that this line will be so located as to allow building construction

between it and the present school buildings to the south. If construction there were not possible, then Don Bosco would be obliged to expand beyond one or more of the other streets forming its proposed perimeter.

Don Bosco officials have indicated that they will be ready to start construction whenever we can deliver the land to them. Since most of the land for this purpose is now vacant or occupied for parking, we should be able to see construction in this central part of the project almost immediately after we go into execution.

Massachusetts College of Art:

The present location, on Brookline Avenue, of the Mass. College of Art is too small for its present and anticipated future enrollment, and somewhat remote for its purpose, i.e. to train practical artists and designers for jobs in the fine arts, teaching, advertising, fashion design, stage design, industrial design, illustrating, etc. Most of these functions, which also supply part-time employment for the students, are located in the downtown area, as well as many of the activities such as theatres, art galleries, and specialty shops which appeal to the student.

A 3.8 acre site at the corner of Stuart Street and the proposed Charles Street extension is proposed as the new campus of the college. This site has several advantages: it is of adequate size, it is now occupied by low-yield uses, it is well located for the school's purpose, it does not conflict with any other known

development opportunity in the area, and it will help considerably in upgrading Stuart Street as a whole, as well as the immediate vicinity.

Relocation of the college is high priority with the State Department of Education. No funds, however, are in hand for the purpose. Appropriations for land acquisition and preparation of final plans were to be voted on by the State legislature this past year, and did pass the House. However, the appropriations were taken out of the education bill presented to the Senate because apparently the advisors to that body felt that the size of the site available and the status of the South Cove U.R. project were still too indefinite. Despite this decision, the college is continuing its arrangements with its architects for refinement of its program and for site and building designs.

Outside of possible further delays in relocation of its facilities resulting from the college's dependence on governmental decisions, the main question yet to be answered in regard to the college's status in the South Cove project is the exact size of site to be made available, i.e., whether or not to include the block bounded by Piedmont Street, Broadway, Winchester Street and Church Street.

The answer to that question can be made only after the college's architects complete the design program. However, all things considered, the Mass. College of Art is not likely to be one of the first developers after the project goes into execution.

PUBLIC SQUARE AND PUBLIC TRANSPORTATION

A key element in the South Cove plan is the proposed public square on the site of the old MTA tunnel entrance at the intersection of Tremont Street and Shawmut Avenue. This location is the geographic and functional center of the project area and the only significant rise of land in South Cove. The present use of the site, the tunnel entrance and a parking lot, is not only an obvious underutilization of the land but because of the focal characteristics of the site, is actually a detriment to development in the area.

The proposed public square will serve several functions. It will be the intersection of activity in the South Cove. It will be the common element of the diverse surrounding uses. Finally, it will serve as a major public open space necessary for a densely developed area. This square will be, in short, the urban equivalent of the New England town green.

Three problems in this proposal all relate to MBTA facilities. First, it is necessary to preserve the Tremont Street tunnel entrance in whatever development is made of the site. The tunnel is used for bus storage and Civil Defense storage. This is essentially a design problem, but one that will require MBTA approval.

The other problems are more critical and involve project

planning as a whole. One problem is the proposed relocation of the Forest Hills Elevated. The original plan of both the BRA and the MBTA was to align the subway so that it would run under the proposed public square on its way to the B & A tracks, which it will follow at ground level to Forest Hills. A station would be located at the Square that would serve the South Cove area. A subway station at this central point would not only ensure maximum use of the station but would greatly enhance the value of the square. However the MBTA has recently reported that the Massachusetts Turnpike Authority will not allow cut and cover excavation for the rapid transit line across the Turnpike to the railroad tracks on the other side. Since the subsoil conditions at the point of crossing of the Turnpike would involve expensive techniques if the crossing were by tunnel the MBTA proposes to move the crossing about 400 feet to the east where subsoil conditions are more favorable. This places the subway alignment about 300 ft. from the public square. This distance does not constitute ready access from the square and is undesirable both for the project plan and for the rapid transit line. One offsetting advantage is that the new subway alignment might allow a station entrance nearer the Medical Center than the original alignment. Nevertheless, the MBTA and their consultants have agreed to study further and see if the new alignment can be moved within ready walking access of the square. If it cannot, then we shall have to consider requiring

the Turnpike Authority to allow cut and cover at the original proposed crossing.

Finally, there is the problem of when the elevated will be relocated and how the relocation will be financed. Development of the area south of the Medical Center between Washington St. and Harrison Ave. and the staging of much of the Medical Center construction is subject to the removal of the elevated. Furthermore, if the subway cannot be completed prior to construction of buildings on top, it would have to be built in tunnel rather than by cut and cover, and the cost of the relocation would be substantially higher than otherwise necessary. The importance of deciding very soon on the alignment and on the funding of the rapid transit relocation cannot be overestimated.

RESIDENTIAL NEIGHBORHOODS

Representing the best housing potential of South Cove are Chinatown and Bay Village. In the past few years, Bay Village, consisting of some of the oldest dwellings in Boston, has undergone one of the most impressive rehabilitation and restoration achievements in the city's recent history. The Chinese community, despite substantial inroads by highway construction, is now experiencing a similar upgrading. These improvements, plus the unique character of the two neighborhoods, add a dimension to the livability of the area commonly lacking elsewhere.

To ensure the survival of these neighborhoods and to help meet the objective of an increased housing supply in the inner city, additional housing and improved community facilities are necessary.

The urban renewal plan calls for about 750 new dwelling units in South Cove. Some 150 of these will be constructed in Chinatown, 60 to 75 in Bay Village, and 500 to 600 in the area south of the public square.

The Chinese Urban Renewal Committee has already expressed its intention to sponsor moderate-cost housing in Chinatown. There is a difference of opinion between the Committee and the BRA as to whether rental and cooperative housing or condominium housing is needed most. A family survey to determine housing needs and conducted by the Chinese Consolidated Benevolent Association of New England under contract with the BRA is now in

process. In any event, since the Urban Renewal Committee includes several successful business and professional men among its membership we can assume that the Committee is capable of sponsoring large-scale housing construction. We anticipate that the Committee could be one of the first housing developers in the project, but the interest of the members must be maintained in the interim.

The amount of new housing that will be built in Bay Village depends upon the extent to which non-residential uses are eliminated from the area and upon the amount of off-street parking to be provided there. Non-residential uses in Bay Village such as the film distributors are a questionable detriment and may not all be acquired. There is virtually no off-street parking in Bay Village now, and the plan allows parking garage construction as long as it is of compatible design.

New housing construction in Bay Village will be similar in scale to the existing town houses except along Tremont Street where apartment structures of slightly larger scale will be allowed. No specific developers for this housing are in mind but in view of the present high demand for housing in Bay Village, we expect fairly early disposition of land in this area.

Directly south of the public square, development of approximately 500 new units of housing ^{are} ~~is~~ proposed. These units would consist of a combination of multi-story apartments and of town houses comparable to those in Bay Village and in Chinatown. Although there may not be as immediate a market for housing in

this location as in Chinatown or Bay Village, the proximity of this area to these two neighborhoods, to the Medical Center, which provides a large potential housing market in itself, and to the public square and the subway promises at least initial disposition within a few months of the start of execution.

The drop in grade of the proposed housing site between the public square and the southern border of the project presents the opportunity for construction of an elevated building site or platform that would offer at least four advantageous development features:

1. Allows two or three levels of parking and service under the housing without getting into extensive ground water problems, and at the same time allowing the "ground" floor elevation of the new housing to be the same as that of the square.

2. Allows the connection road along the southern side of the square to be below the level of the housing and the square. This gives direct access to garaging, the Tremont Street tunnel entrance, and the subway station, and allows contiguity between the new housing and the square.

3. Raises the level of the lower apartments along the Turnpike and railroad to a height where the outlook is beyond rather than of these utilities.

4. Allows continuation of the platform in air rights over the railroad and Turnpike to the new Castle Square housing area.

The problem in this proposal is the construction cost of the elevated building site. However, if parking is to be required in any quantity this design should not be substantially more expensive than conventional covered parking, and will enhance the livability of the development. Moreover, the cost may be eligible as a project improvement cost under the air rights construction provision of the new housing act.

Another residential area to remain in the project is Isabella and Cortes Streets. This is a neighborhood of reasonably sound, modest-income dwellings. Although now only one block in size as a result of Turnpike construction, this area is close enough to the main body of existing and proposed housing to draw on its strength, and could be retained subject to rehabilitation.

As mentioned earlier, the area around Pine Street cannot be developed until the elevated is removed. The potential in this area is for housing, as an extension of Chinatown, or as Medical Center housing, or as part of the new residential development further west, or as all three. Present conditions in the area warrant eventual clearance, but perhaps this can hold for another year or two. Another existing use that may delay re-use here is the municipal over-night shelter on Pine Street. Before this out-moded structure can be abandoned, improved substitute facilities must be provided. The function of this shelter in the context of the total welfare program is under study by ABCD.

COMMUNITY FACILITIES

A new 300-500 pupil elementary school is required to replace the Quincy School, the oldest school building still in active use in the City. This new school will be located south of Don Bosco between Shawmut Ave. and Washington Street, central to existing and proposed housing areas in South Cove. This site is somewhat smaller than Sargent standards, but by eliminating unnecessary setbacks and cutting back on staff parking, sufficient space is available for a full elementary school outdoor recreation program.

The Abraham Lincoln School on Melrose Street will remain indefinitely. Obsolete as an elementary school in its multi-story design, it is nevertheless in condition too good to be abandoned for the time being. Current thinking is to expand its present limited role as a facility for special students.

On the present site of the Quincy School, between Tyler and Hudson Streets, a community center is proposed, primarily to serve Chinatown. The Chinese Christian Church, now located at the corner of Harvard and Tyler Streets, has shown strong interest in developing this center. The Chinese YMCA on Tyler Street has also shown some interest. These possibilities are being pursued further.

Directly across Tyler Street from the proposed community center will be a large open plaza which will serve as public open

space for both the Medical Center and Chinatown, as well as a necessary pedestrian connection between Chinatown and the rest of the area. The exact size of this public open area is still a matter of discussion with the Medical Center.

A church is proposed on the south side of the public square in the center of the project area. Two alternative potential sponsors are the Church of All Nations, Methodist, associated with Morgan Memorial, and Church of the Good Shepherd, Episcopal. Both of these churches were removed by the Turnpike.

Churches to remain in their present locations are St. James, on Harrison Avenue and Our Lady of Victories on Isabella Street, both Roman Catholic. Don Bosco plans also to include a chapel in their campus complex which might be open to the public.

The future location of the Chinese Evangelical Church, now housed in the municipal shelter on Pine Street, is still uncertain. No plans for a new church structure yet exist.

The fire station now located on Broadway will be relocated as part of the City program to improve the condition and distribution of fire stations. Tentatively proposed as the new location is the corner of Columbus Ave. and Isabella Street, now occupied by a parking lot and gas station.

Stores to serve South Cove residential areas will be allowed at the public square and in limited locations on the first floor of dwellings on Charles Street Extension, Tremont Street, Church Street, Oak Street, Washington Street, and Tyler Street.

COMMERCIAL USES

At the north side of the public square, in the entertainment district, several thousand square feet will be available for new development. Although the market for new theatres is uncertain, the Charles Playhouse has already expressed its interest in expanding to the rear on the site now occupied by the Reid Hotel. A particularly suitable use facing on the square is the restaurant. Restaurants which will be dislocated by the project include the Omonia, the Nile, and the Black Angus, all likely developers. Omonia has already shown an interest in locating here.

A large area on Stuart Street just north of the Shubert Theatre and now occupied largely by a parking lot, would be suitable for multi-story office and retail use. We expect that Medical-related or CBD-related functions will soon be attracted to this location. No definite prospects are yet in hand, however, Since most of the area is under one ownership, we may not have to acquire it to accomplish our development objectives. Acquisition costs would be high there.

As mentioned before, the Medical Center is including commercial and professional uses in its plans for the portions of Stuart and Kneeland Streets that it will occupy.

The garment industry buildings on Kneeland Street will remain. These structures are in good condition and do not adversely effect development elsewhere in the project, although they do restrict Medical Center exposure to Kneeland Street and break the

continuity of Chinatown somewhat. The Medical Center has already taken considerable space in some of these buildings, however - taking over two of them completely - and may very well continue this trend considering the relative state of the two activities.

West of Arlington Street, excluding the Isabella-Cortes Street residential area, is a mix of retail, wholesale, and office uses that are generally in a healthy state. Much of this area is occupied by John Hancock and Liberty Mutual annexes. No changes are proposed at the present time, although a possible exception is the National Guard Armory at the intersection of Columbus Avenue and Arlington Street. Depending upon evolving Civil Defense policies, this large site may or may not be available for development within the next few years.

TRAFFIC CIRCULATION

Circulation proposals are based on two principal objectives:

1. To bring through traffic routes into conformity with the regional circulation network;

2. To develop a system of local pedestrian and vehicular ways that will allow effective access to all points in the area.

The essential proposed change in major roads involves a clarification of the Tremont Street-Shawmut Avenue-Broadway web and their connections with the Turnpike service roads. Broadway will be replaced by an extension to Charles Street which will follow the alignment of Carver Street until the extension joins Tremont Street, where it will coincide with Tremont Street from thence south. Tremont Street will be discontinued between this point of connection with Charles Street extension and the present intersection of Tremont Street and Shawmut Avenue. These changes will provide more direct access to the Turnpike service roads and will more evenly distribute the traffic loads at the intersections along the service roads. At the same time the cutting up by roads of development parcels in the area will be substantially mitigated.

The resulting framework of major roads in South Cove will be:

1. In a north-south direction, Clarendon, Berkeley and Arlington Streets, Charles-Tremont Street, Tremont Street-Shawmut Avenue and Harrison Avenue.

2. In an east-west direction, Stuart-Kneeland Streets and the Turnpike with service roads.

While South Cove is necessarily cut up to some extent by roads leading to and from the CBD, these roads are for the most part widely spaced. On the other hand, no major east-west road traverses the area, although two of the most important in the region directly serve South Cove along its borders.

The new system of local ways radiates from the public square to the various parts of the area. At the near confluence of two of the heaviest travelled streets in this part of the city, as the site of the only subway station in South Cove, as the probable center of local shopping, and as the one common frontage of most of the uses in the area, this square will be the origin, destination and corridor of most foot and vehicular traffic in South Cove.

Specific improvements in local roads and pedestrian ways include an extension of Oak Street along the southern perimeter of the square, a realignment and extension of Bennet Street along the northern perimeter of the square, one or more pedestrian ways from Chinatown through the Medical Center to the square, an extension of Church Street as a pedestrian way through the new housing area to the square and to the new school, and a re-definition of the connections of Bay Village roads with surrounding major streets.

ACQUISITION, RELOCATION, AND COSTS

The following tables point out the dislocation and costs involved in carrying out this plan. Six properties to be acquired are assessed at \$100,000 or more, and all of these acquisitions are necessary for the carrying out of the basic plan. They include the Broadway fire station, Quincy School, and properties necessary for development of the public square and expansion of the Medical Center. If funds permit, three additional parcels, assessed at over \$100,000 should also be acquired to upgrade the use of the land in each case. These properties consist of one film distributor, a parking lot, and the MTA tunnel entrance property.

Not among the high-cost acquisitions, but a significant acquisition nevertheless, will be that of the remaining Morgan Memorial properties. Located in the South Cove since its beginning nearly a hundred years ago, the remaining days here of this venerable social service institution are numbered. Already partly relocated in the South End as a result of Turnpike encroachment, the usefulness of Morgan Memorial is directed more to present and future anticipated needs of the residents of South End than to residents of South Cove. Morgan Memorial is on the threshold of a vast development program, but is having some difficulty resolving first its necessary adjustment to contemporary social needs and to the fact that its location in South Cove will no longer best serve its purpose

TABLE J. POPULATION CHARACTERISTICS (1960 CENSUS)

	<u>Tufts</u>	<u>China-</u> <u>town</u>	<u>Don</u> <u>Bosco</u>	<u>Upper</u> <u>Triangle</u>	<u>Lower</u> <u>Triangle</u>	<u>Mass.</u> <u>College</u>	<u>Bay</u> <u>Village</u>	<u>Isabella</u> <u>Cortes</u>	<u>Wes-</u> <u>tern</u>	<u>TOTAL</u>
Total Population	435	1129	26	196	563	65	579	393	70	3456
White	201	606	15	155	367	54	571	388	59	2416
Negro	3	9	0	3	22	1	2	1	10	51
Other	231	514	11	38	174	10	6	4	1	989
Population in Household:										
Total	335	797	26	192	535	63	544	376	68	2936
White	107	289	15	151	343	53	536	371	56	1921
Non-White	228	508	11	41	192	10	8	5	12	1015
Population in Group Quarters:										
Total	100	332	0	4	28	2	35	17	2	520
Non-White	6	17	0	0	4	0	0	0	0	27
Age Groups:										
5 - 9	30	67	2	10	39	3	8	6	2	167
10 - 14	24	58	2	4	38	1	9	7	2	145
15 - 19	14	57	1	5	40	2	21	14	3	157
20 - 64	285	765	15	139	334	46	412	286	50	2332
65 & over	30	71	4	20	122	8	121	72	12	460
Marital Status - White:										
Total	358	948	21	172	462	58	557	373	65	3014
Single	160	468	7	67	178	24	280	187	29	1400
Married	161	383	10	69	218	22	171	114	24	1172
Other	37	97	4	36	66	12	106	72	12	442
Marital Status - Non-White:										
Total	169	380	7	24	138	6	7	4	9	744
Single	40	87	2	4	45	1	2	1	2	184
Married	117	265	4	16	88	4	3	2	5	504
Other	12	28	1	4	5	1	2	1	2	56

TABLE II. HOUSING CHARACTERISTICS (1960 CENSUS)

	<u>Tufts</u>	<u>China-</u> <u>town</u>	<u>Don</u> <u>Bosco</u>	<u>Upper</u> <u>Triangle</u>	<u>Lower</u> <u>Triangle</u>	<u>Mass.</u> <u>College</u>	<u>Bay</u> <u>Village</u>	<u>Isabella</u> <u>Cortes</u>	<u>Wes-</u> <u>tern</u>	<u>TOTAL</u>
Total Units	136	387	19	167	329	37	372	300	15	1762
Owner Occupied	10	36	1	5	22	1	34	26	1	136
White	5	12	1	4	18	1	33	25	0	99
Non-White	5	24	0	1	4	0	1	1	1	37
Renter Occupied	111	305	17	117	284	27	303	240	12	1416
White	65	113	12	106	200	25	300	238	9	1068
Non-White	46	192	5	11	84	2	3	2	3	348
HU's Occ. by Whites	122	341	18	123	306	28	337	266	13	1554
1	66	165	11	84	177	19	227	170	8	927
2	21	58	3	23	59	5	73	63	4	309
3	13	40	1	8	28	2	23	22	1	138
4	9	28	1	3	16	1	8	6	0	72
5	6	27	1	3	11	1	4	4	0	57
6 or more	7	23	1	2	15	0	2	1	0	51
HU's Occ. by Non-White	52	216	5	12	88	2	4	3	4	386
1	22	99	2	4	40	1	2	1	1	172
2	8	33	1	2	18	0	1	1	2	66
3	6	27	0	2	8	0	1	1	1	46
4	5	15	1	0	6	0	0	0	0	27
5	5	22	0	2	6	1	0	0	0	36
6 or more	6	20	1	2	10	0	0	0	0	39

III. ACQUISITION AND RELOCATION

Acquisition by re-use:

<u>Total Area</u> <u>to be Acquired</u>	<u>Total Assessed</u> <u>Value</u>	<u>Nature of</u> <u>Re-Use</u>
286,731 sq. ft.	\$ 2,615,000	Private Development
363,282	3,194,324	Public and Semi-Public Development
126,010	916,000	Vehicular Rights-of-way

Relocation:

	<u>Existing</u>	<u>To be</u> <u>Relocated</u>	<u>Percent-</u> <u>age</u>
Total Persons in Households	2936	550	18.7
Total Single Persons	520	228	43.8
Occupied Dwelling Units	1552	250	16.1
Businesses	475	181	38.1

Businesses to be Relocated:

Liquor Licensees	33
Restaurant	20
Tavern	5
Package goods	5
Innholders	2
Club	1
Restaurants (without liquor)	10
Clubs (without liquor)	2
Parking lots	15
Gas Station	4
Small Retail	22
Service	34
Light Manufacturing	31
Garment	18
All other	13
Distribution and Wholesale	18
Hotel and Rooming	5
Finance, Insurance, real estate	4
Miscellaneous	3

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IV. HIGH ACQUISITION COST PROPERTIES

<u>Address</u>		<u>Assessed Value</u>
301-317 Tremont	Broadway Hotel	\$ 165,000
60 Church	Universal Pictures Distributor	125,000
236-81 Tremont	Store Block	105,600
194-196 Broadway	Fire Station	225,000
704-724 Washington	Store Block	125,000
88 Tyler Street	Quincy Elementary School	100,000

Possible Additions:

<u>Address:</u>		<u>Assessed Value</u>
41-43 Church	Columbia Pictures Distributor	140,000
MBTA Tunnel Entrance and Station		214,600
245-251 Tremont	Parking Lot	120,000

V. LAND DISPOSITION

<u>Parcels</u>	<u>Area</u> (sq.ft.)	<u>Intended Uses</u>
P-1	16,926	Church & Community Center for Chinatown.
P-2 through P-6	47,006	1. Additional medical facilities for Tufts-New England Medical Center 2. Medical staff housing & parking, with housing density of 100 or less D.U.*s per net /acre.
P-7 through P-11	73,972	1. Additional medical facilities for Tufts-New England Medical Center. 2. In the medical structures along Stuart-Kneeland Street office, retail, restaurant and other commercial uses on the first and some upper floors.
P-12 through P-14	61,517	Expansion of Don Bosco Technical High School, including staff housing and chapel.
P-15	99,200	New elementary school for about 300 pupils to serve the project area. Economies in site design may allow room for development of 100 dwelling unit high rise.
P-16	25,050	Public square with rapid transit station, portable retail concessions, underground parking and concealed access to the existing MBTA /tunnel.
P-17	13,300	New inter-denominational church with site design integrated with that of the public square (P-16)
P-18	149,680	New campus of the Massachusetts College of Art, including theater and limited parking, but with no dormitories.
P-19	12,128	New municipal fire station replacing the existing facility on Broadway.
<hr/>		
R-1 & R-2	129,335	Housing in Chinatown: High-rise construction with at least 50 units in R-1 & 221(d)(3) construction with 50 to 75 units in R-2.

V. LAND DISPOSITION ...2

<u>Parcels</u>	<u>Area</u> (sq.ft.)	<u>Intended Uses</u>
R-3	84,650	Combination of high-rise & 221(d)(3) housing sponsored wholly or in part by the Medical Center, or by Morgan Memorial. About 200 units total.
R-4 through R-13	90,315	Housing in Bay Village: Efficiency, one bedroom & 2 bedroom apartments along Tremont Street-Charles Street Extension; town houses elsewhere. About 100 units total.
<hr/>		
C-1 through C-4	58,100	Restaurants, entertainment facilities such as theaters & night clubs, offices & retail. Covered parking included in development along Stuart Street. Transient & residential housing a possible inclusion across from the public square.
<hr/>		

VI. PROJECT COSTS

Survey and Planning	\$ 510,950
Administration and Overhead	1,934,005
Acquisition	7,447,075 ^a
Project Improvements	1,380,000 ^b
Supporting Facilities	960,000 ^c
112 Credits	2,623,675 ^d
Gross Project Costs	<u>\$ 14,855,705</u>
Land Disposition Proceeds	<u>1,400,000</u>
Net Project Costs	13,455,705
City Share	4,485,235
Federal Grant	8,916,111

Notes

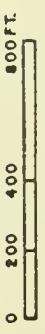
- a. Acquisition cost estimate obtained by multiplying assessed value by 1.25
- b. Project improvements and their estimated charge to the project are:
- | | |
|--------------------------|---------|
| Charles Street Extension | 280,000 |
| Street resurfacing | 300,000 |
| Utilities | 200,000 |
| Traffic signalization | 200,000 |
| Pedestrian ways | 100,000 |
| New service streets | 200,000 |
| Public square | 100,000 |
- c. Supporting facilities and their estimated charge to the project are:
- | | |
|-------------------|---------|
| Elementary school | 800,000 |
| Fire station | 60,000 |
| Community center | 100,000 |
- d. 112 Credits derived entirely from eligible acquisition, demolition, and relocation costs of the Tufts-New England Medical Center.



BOSTON REDEVELOPMENT AUTHORITY

PLANNING AREAS

SOUTH COVE PROJECT AREA

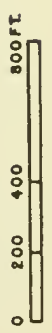


SC 202



BOSTON REDEVELOPMENT AUTHORITY

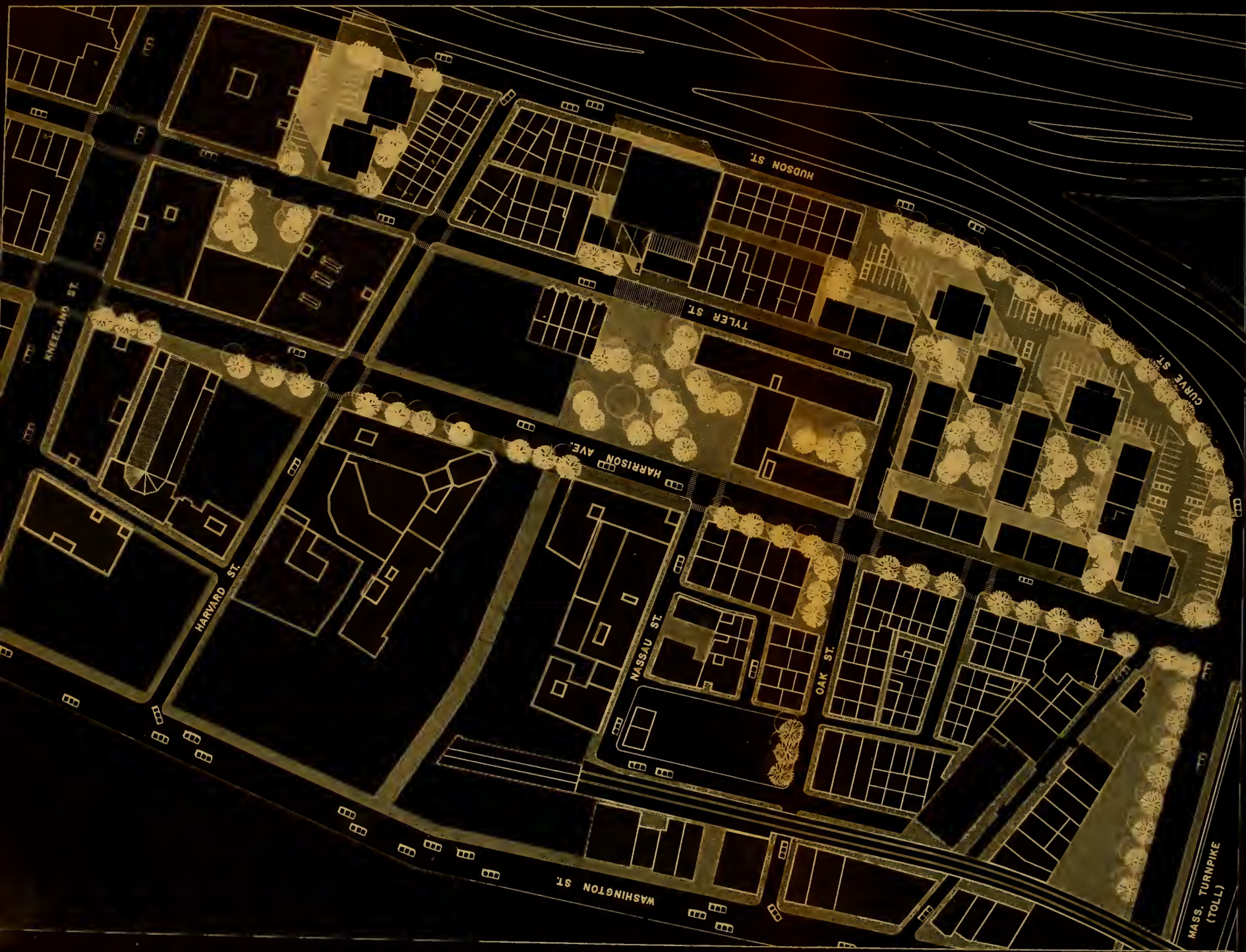
SOUTH COVE PROJECT AREA



SC 202

PRELIMINARY DISPOSITION PLAN





CHINESE COMMUNITY STUDY

SOUTH COVE

A



BOSTON REDEVELOPMENT AUTHORITY

SCALE 1 INCH = 40 FEET
 APRIL 1974
 0 40 80 120 160 200





THE TRIANGLES STUDY

SCALE 1 INCH = 40 FEET
 APRIL 1984
 0 10 20 30 40 50 60 70 80 90 100

SOUTH COVE



BOSTON REDEVELOPMENT AUTHORITY



BAY VILLAGE STUDY

SCALE 1 INCH = 40 FEET
 APRIL 1984
 1 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380 400 420 440 460 480 500 520 540 560 580 600 620 640 660 680 700 720 740 760 780 800 820 840 860 880 900 920 940 960 980 1000

SOUTH COVE



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